Applicants   :   Matthew R. Smith et al.
Appln. No.   :   10/679,744
Page   :   6

REMARKS

Claims 1-20 remain present in this application. In the present Office Action, claims 1, 4 and 7 were rejected under 35 U.S.C. §103(a) as being unpatentable over U.S. Patent No. 6,611,744 (hereinafter Shimazaki); claims 5 and 6 were rejected under 35 U.S.C. §103(a) as being unpatentable over Shimazaki in view of U.S. Patent No. 6,483,442 (hereinafter Shimizu); claim 7 was objected to for a minor informality; and claims 8-20 were allowed. Applicants have amended claim 7 to address the objection of the Office Action and, as such, respectfully submit that the objection to claim 7 is now moot. Applicants wish to extend their appreciation to the Examiner for the indication of allowable subject matter. However, for the reasons that are further set forth below, Applicants respectfully submit that all of claims 1-20 are now allowable.

With respect to the rejection of claim 1 as being unpatentable in view of Shimazaki, Applicants respectfully submit that Shimazaki does not teach, nor does Shimazaki suggest, subtracting a scaled version of a motor vehicle velocity and a minimum distance threshold from a distance between a motor vehicle and an object to provide a first multiplicand. At the outset, Applicants note that Shimazaki is directed to a steering assist apparatus that may include a camera for providing a view at a rear of a motor vehicle. Further, while Shimazaki discloses that a distance from a motor vehicle to an object may be determined by a distance sensor and that an angular velocity of a motor vehicle may be determined, Shimazaki does not teach or suggest subtracting a scaled version of a velocity and a minimum distance threshold from a distance to provide a first multiplicand. More specifically, Shimazaki, e.g., column 23, lines 60-67, merely discloses calculating a yaw angle (by integrating an angular velocity that is provided by a yaw rate sensor) of a motor vehicle. The yaw angle is then utilized by a controller to inform a driver of the motor vehicle when the yaw angle is at a desired value, during a parking maneuver. According to Shimazaki, a driver stimulus is provided based upon reaching a desired yaw angle so that a driver may make an appropriate steering change. This does not teach or suggest providing a driver stimulus as a function of a first multiplicand that is provided by subtracting a scaled version of a

Applicants   :   Matthew R. Smith et al.
Appln. No.   :   10/679,744
Page   :   7

velocity and a minimum distance threshold from a distance to an object. For at least this reason, Applicants respectfully submit that independent claim 1 is allowable. Further, Applicants submit that claims 2-7 depend upon an allowable claim and are also allowable for at least this reason. No new matter has been entered with the amendment to claim 7.
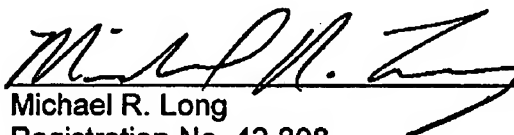
CONCLUSION

For all of the foregoing reasons, Applicants respectfully submit that claims 1-20 are now allowable. If the Examiner has any questions or comments with respect to this reply, the Examiner is invited to contact the undersigned at (616) 949-9610.

Respectfully submitted,

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By: PRICE, HENEVELD, COOPER, DEWITT & LITTON, LLP

/2-08-04
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